

# Vacuum Trucks

## Government Replacement or Repower Projects

			Model Year and Emission Standard of Old Engine <sup>3</sup>					
Old Ignition Type <sup>1</sup>	New Ignition Type <sup>1</sup>	New Emission Rate <sup>2</sup> (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$125,490	\$71,823	\$59,450	\$42,933	\$26,416	\$9,899
	CI	0.02	\$125,490	\$74,272	\$62,429	\$46,657	\$30,912	\$15,140
	SI	0.2	\$151,090	\$86,475	\$71,578	\$51,691	\$31,805	\$11,918
	SI	0.02	\$151,090	\$89,423	\$75,164	\$56,175	\$37,218	\$18,229

## Non-Government Replacement Projects

			Model Year and Emission Standard of Old Engine <sup>3</sup>					
Old Ignition Type <sup>1</sup>	New Ignition Type <sup>1</sup>	New Emission Rate <sup>2</sup> (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$39,216	\$22,445	\$18,578	\$13,417	\$8,255	\$3,093
	CI	0.02	\$39,216	\$23,210	\$19,509	\$14,580	\$9,660	\$4,731
	SI	0.2	\$47,216	\$27,024	\$22,368	\$16,154	\$9,939	\$3,724
	SI	0.02	\$47,216	\$27,945	\$23,489	\$17,555	\$11,631	\$5,696

<sup>1</sup>Ignition Types are as follows: CI = Compression-Ignition (e.g., Diesel), SI = Spark-Ignition (e.g., LPG, CNG), Zero = Zero emission vehicle (e.g., electric).

<sup>2</sup>The 0.2 g/bhp-hr NO<sub>x</sub> emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO<sub>x</sub> emission rate is an optional California low-NO<sub>x</sub> standard.

<sup>3</sup>The 2010 EPA NO<sub>x</sub> emission rate standard for heavy-duty, compression ignition, on-road vehicles was phased-in from 2007 thru 2010. Engines produced during these years may have a range of NO<sub>x</sub> emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO<sub>x</sub> emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.

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## Non-Government Repower Projects

			Model Year and Emission Standard of Old Engine <sup>3</sup>					
Old Ignition Type <sup>1</sup>	New Ignition Type <sup>1</sup>	New Emission Rate <sup>2</sup> (g/bhp-hr)	<2002-2003	2004-2007	2007-2009 2.0 (g/bhp-hr)	2007-2009 1.5 (g/bhp-hr)	2007-2009 1.0 (g/bhp-hr)	2007-2009 0.5 (g/bhp-hr)
CI	CI	0.2	\$62,745	\$35,912	\$29,725	\$21,466	\$13,208	\$4,949
	CI	0.02	\$62,745	\$37,136	\$31,214	\$23,328	\$15,456	\$7,570
	SI	0.2	\$75,545	\$43,238	\$35,789	\$25,846	\$15,902	\$5,959
	SI	0.02	\$75,545	\$44,712	\$37,582	\$28,087	\$18,609	\$9,114

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<sup>2</sup>The 0.2 g/bhp-hr NO<sub>x</sub> emission rate is the current EPA federal standard for new on-road heavy-duty vehicles. The 0.02 g/bhp-hr NO<sub>x</sub> emission rate is an optional California low-NO<sub>x</sub> standard.

<sup>3</sup>The 2010 EPA NO<sub>x</sub> emission rate standard for heavy-duty, compression ignition, on-road vehicles was phased-in from 2007 thru 2010. Engines produced during these years may have a range of NO<sub>x</sub> emission rates. If the EPA certified emission rate for an engine manufactured between 2007 and 2009 falls between one of the NO<sub>x</sub> emission rate values listed on the table, round up to the nearest listed value for the purposes of determining an eligible grant amount.